consuming due to a number of stoppages and long halts at different stations en route;

(b) if so, whether it is proposed to start one superfast train from Delhi to Dehradun (Via Baraut-Shamli-Saharanpur-Lakshar and Haridwar with a return journey the same day; and

(c) if so, when it is likely to be implemented and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) The existing services between Delhi and Dehradun/ Saharanpur are considered adequate for the present level of traffic between these places. It is not feasible at present speed up these services by eliminating the existing stoppages. There is also no proposal to introduce any additional train on this route due to non-availability of adequate terminal/ maintenance facilities at either end and shortage of coaches and locomotives.

Promotion of SC/ST officials

3627. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state the number of officers promoted to the senior administrative grade during 1987, 1988 and 1989 and how many belonged to Scheduled Castes/ Scheduled Tribes among them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

The information is as under:—

Year	Total	SC	ST
1987	69	6	NIL
1988	288	26	5
1989	165	11	5

Sending of SC/ST Officials on Deputation

3628. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway officers sent on deputation during the years 1987, 1988 and 1989 and how many belonged to SC/ST; and

(b) if no SC/ST officer was sent, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a)	Year	No. of officers sent on deputation	No. of SC/ST
	1987	335	13
	1988	250	9
	1989	266	9

(b) Does not arise.

[Translation]

Extension of train running between Surat and Bhusawal

3629. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passenger train running between Surat and Bhusawal has stoppage of seven hours at Bhusawal;

(b) if so, whether instead of that halt, this train is proposed to be extended upto Khandwa to facilitate the passengers; and

(c) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 113/114 Surat-Bhusawal Passenger has lie over of 8 hrs. and 35 minutes at Bhusawal. Other trains viz. 75/76 and 77/78 Surat-Bhusawal Passengers have lie over of less than 7 hrs. at Bhusawal.

(b) No, Sir.

(c) Does not arise.

[English]

Conversion of Jodhpur-Jaiselmer Line

3630. SHRI RAM NARAIN BERWA: Will the Minister of RAILWAYS be pleased to state;

(a) whether the Government plan to convert the existing metre gauge railway line between Jodhpur and Jaiselmer;

(b) if so, the details of the project including the cost estimates and the arrangements for funding; and

(c) the stipulated time frame for starting and completion of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) and (c) Conversion of Jodhpur-

Jaisalmer line into BG forms part of Phase-II of direct BG link from Agra to Barmer/Jaisalmer which has been approved in principle. Phase-I of the work, which involves conversion of Sawai Madhopur-Jaipur, parallel BG from Jaipur to Phulera and gauge conversion from Phulera to Merta Road, Merta Road-Jodhpur and Bikaner (Lalgarh-Merta Road), has been taken up. The work of Phase-II will be taken up after work on Phase-I has been sufficiently progressed and keeping in view the availability of resources in the coming years.

Transmission and Distribution Losses

3631. SHRI RAM NARAIN BERWA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the all India average of transmission and distribution losses, State-wise; and

(b) the steps taken or proposed to be taken to reduce it?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The transmission and distribution losses in the country are of the order of about 23%. A statement indicating the average transmission and distribution losses, state-wise, during the year 1989-90 is enclosed.

(b) Comprehensive guidelines have been issued to the power Utilities for reducing the losses. These include, inter-alia, conducting of energy audit for identifying the system elements responsible for excessive losses, installing capacitors to improve the voltage profile, preparation of system improvement schemes for strengthening and improvement of their transmission and distribution systems, installing tamper proof meter boxes to chock theft of energy and setting up vigilance squads to detect cases of theft of energy. Theft of energy has been made a cognizable offence from August, 1986 under the provisions of the Indian Electricity Act, 1910.

An Incentive Scheme was introduced by the Government of India among Stage Electricity Boards from the year 1987, for bringing about reduction in the Transmission and distribution losses.

STATEMENT

Percentage Transformation, Transmission & Distribution Losses (Including Commercial Losses Such as Pilferage etc.) In SEBs./EDs.

REGION	STATE ELECTRICITY BOARD/ DEPARTMENT	1989-90 $
NORTHERN REGION	1. Haryana	29.19
	2. Himachal Pradesh	18.74@
	3. Jammu & Kashmir	49.46*
	4. Punjab	18.96@
	5. Rajasthan	21.97*
	6. Uttar Pradesh	26.10
WESTERN REGION	1. Gujarat	22.08@
	2. Madhya Pradesh	19.48
	3. Maharashtra	17.60
SOUTHERN REGION	1. Andhra Pradesh	20.20@
	2. Karnataka	20.00
	3. Kerala	22.00*
	4. Tamil Nadu	18.46
EASTERN REGION	1. Bihar	21.50*
	2. Orissa	23.99*
	3. Sikkim	23.36
	4. West Bengal	21.58*
NORTH EASTERN REGION	1. Assam	21.58
	2. Manipur	20.83@